

EXIT 1

- Legend:
- Existing Roadway
 - Existing Building
 - Existing Wetland
 - Existing Prime Wetland
 - Existing Edge of Pavement
 - Existing Property Lines
 - Proposed I-93 Corridor
 - Proposed Bridge
 - Proposed Rail Corridor
 - Proposed Acquisition
 - Existing LAROW
 - Existing CAROW
 - Existing ROW
 - Proposed LAROW
 - Proposed CAROW
 - Proposed ROW
 - Approximate Bike Path

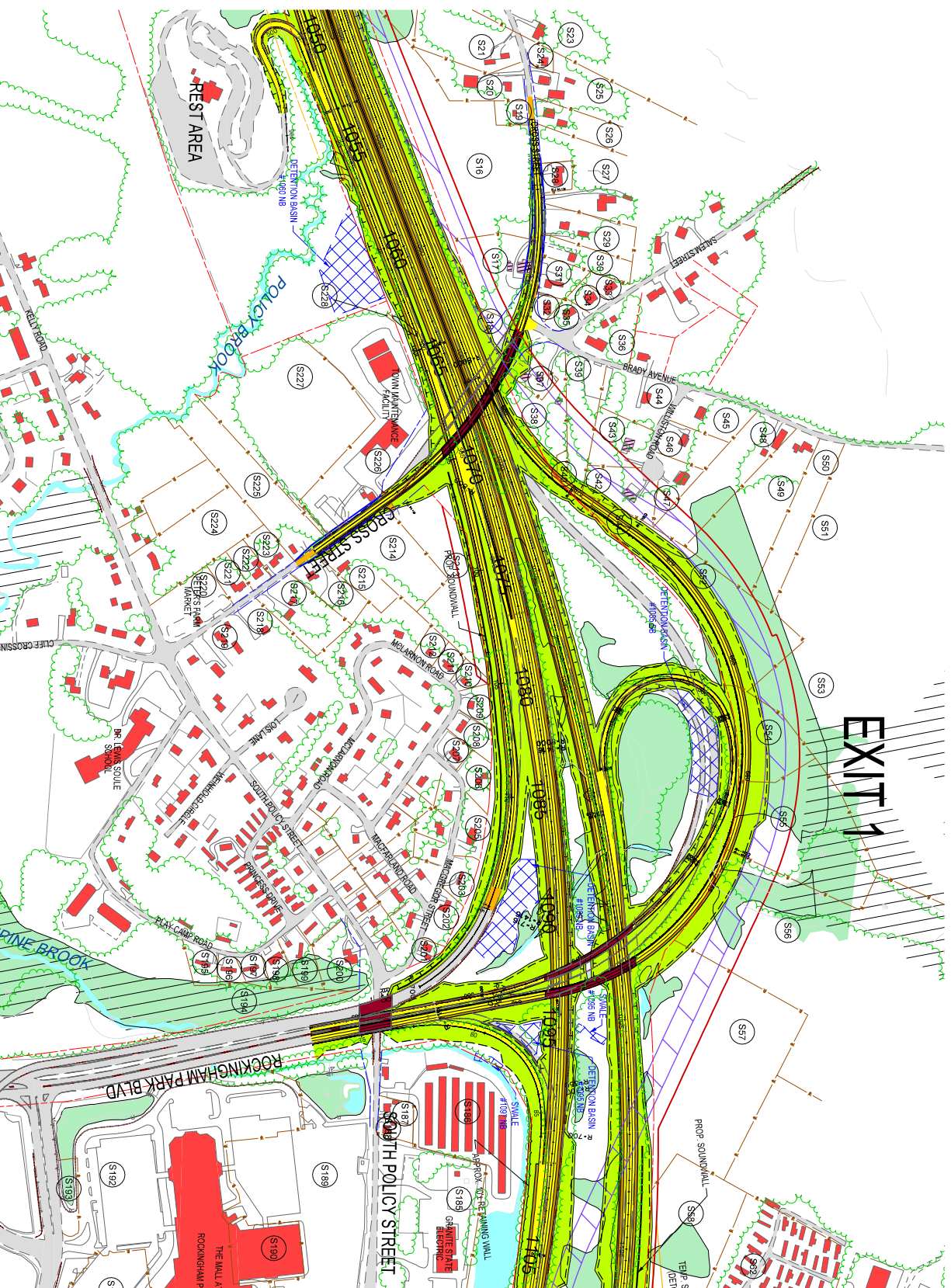
0 200 400 Feet



Vannase Hangen Bruslin, Inc.

Figure 2.7-2

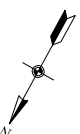
I-93 Preferred Alternative
Exit 1 Rest Area to Exit 1



Environmental Impact
Statement
for the
Salem to Manchester
Corridor

Legend:

- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path



0 200 400 Feet

Vannase Hangen Bruslin, Inc.


















Figure 2.7-3

1-93 Preferred Alternative
Exit 1 to Raymond Ave.





Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



Yanasse Hangen Brustlin, Inc.

Figure 2.7-4

I-93 Preferred Alternative

Exit 2 - Diamond


















	Existing Roadway
	Existing Building
	Existing Wetland
	Existing Prime Wetland
	Existing Edge of Pavement
	Existing Property Lines
	Proposed I-93 Corridor
	Proposed Bridge
	Proposed Rail Corridor
	Proposed Acquisition
	Existing LAROW
	Existing CAROW
	Existing ROW
	Proposed LAROW
	Proposed CAROW
	Proposed ROW
	Approximate Blue Path




















Figure 2.7-5

North of Exit

Date Created: 09/12/2002

Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



Vanasse Hangen Brustlin, Inc.


















Figure 2.7-6

I-93 Preferred Alternative

Salem / Windham Town Line to

Robin Hood Road

Legend:

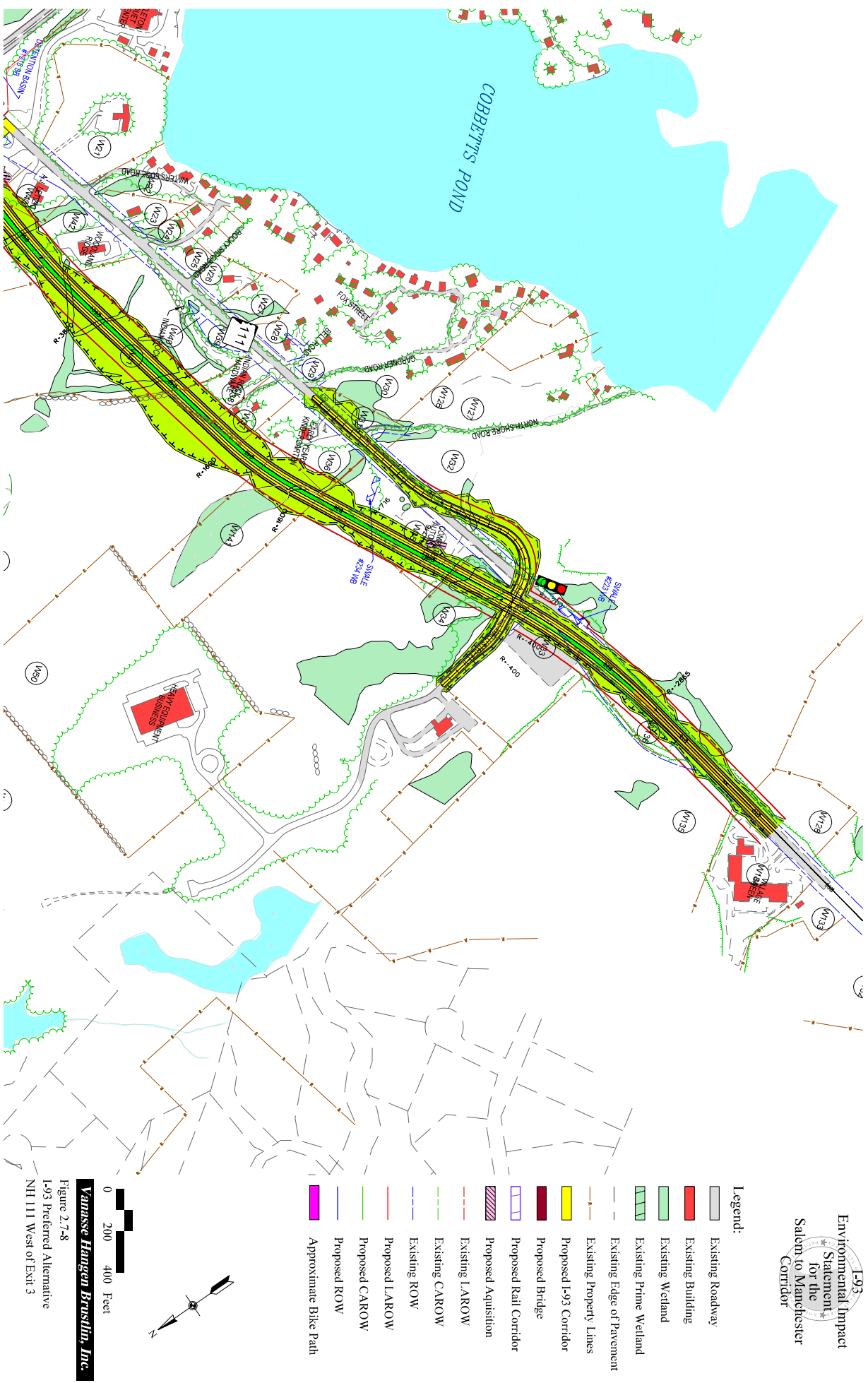
- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bice Path |



Yanasse Hangen Brustlin, Inc.

Figure 2.7-7

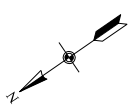
**I-93 Preferred Alternative
Exit 3 - NB/SB Tight Shift**



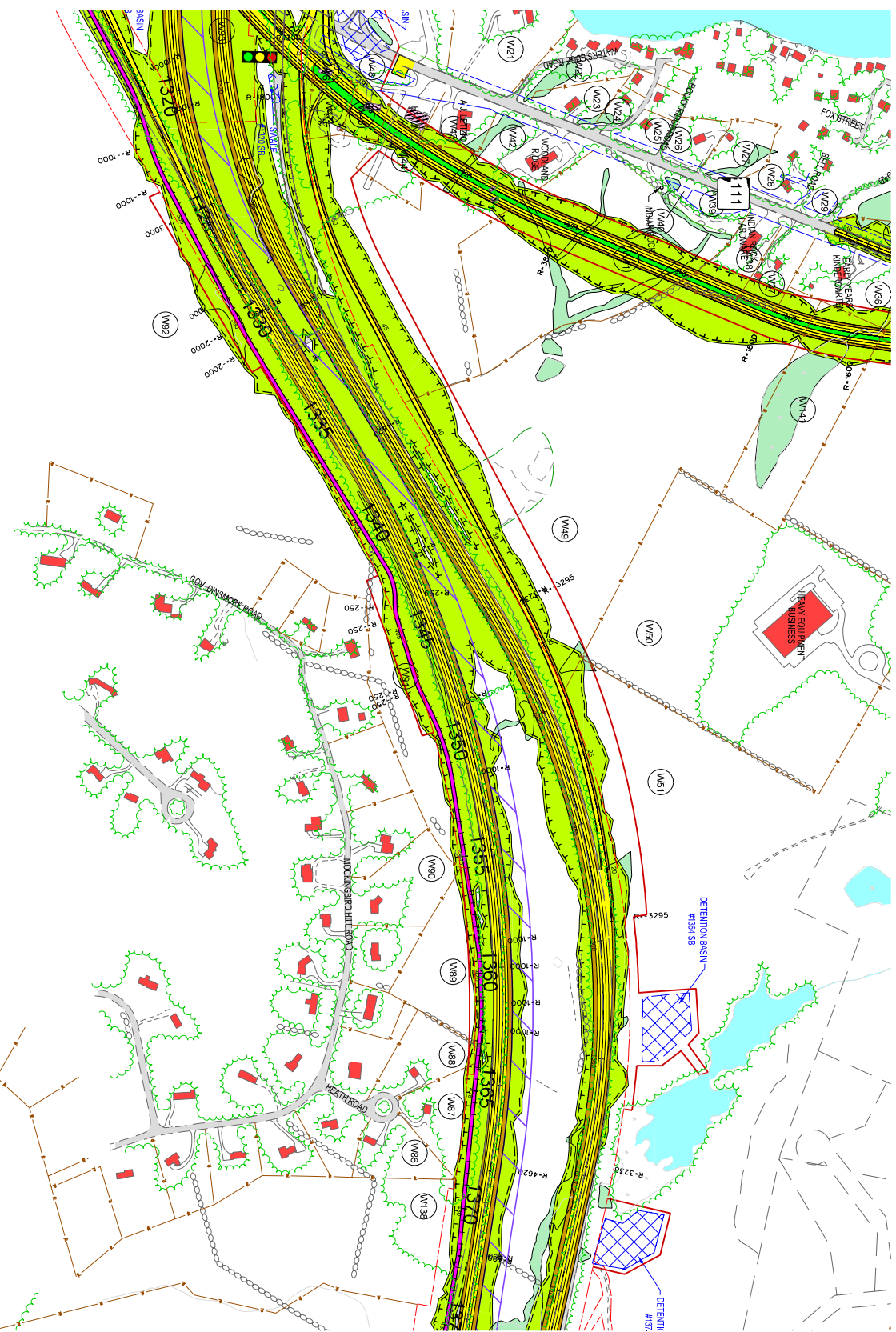
Legend:

- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path

0 200 400 Feet



Vanasse Hangen Brustlin, Inc.
 Figure 2.7-8
 I-93 Preferred Alternative
 NH 111 West of Exit 3



0 200 400 Feet

Vanasse Hangen Brustlin, Inc.

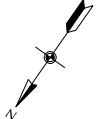
Figure 2.7-9

I-93 Preferred Alternative

North of Exit 3 to Heath Road

Legend:

- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path

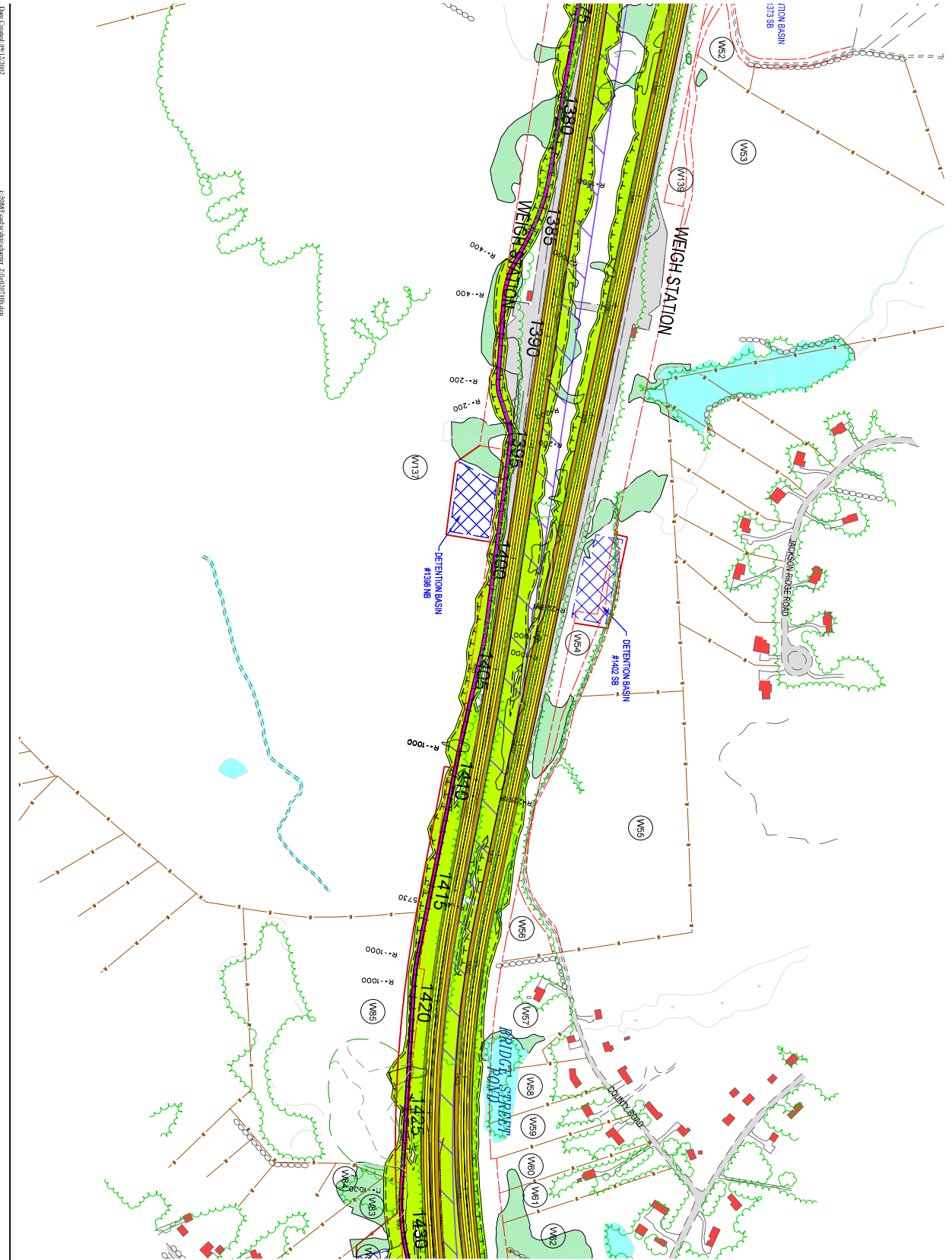


Vannase Haugen Brustlin, Inc.

Figure 2.7-10


















I-93 Preferred Alternative

Weigh Station to Bridge Street Pond





Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Blue Path |



Vanasse Hangen Brustlin, Inc.

Figure 2.7-11

I-93 Preferred Alternative

Bridge Street Pond to

Windham / Derry Town Line




















Yanasse Hangen Brustlin, Inc.

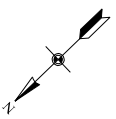
Figure 2.7-12

I-93 Preferred Alternative

Windham / Derry Town Line to
Fordway Extension

Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



Yanasse Hangen Brustlin, Inc.


















Figure 2.7-13

I-93 Preferred Alternative

Fordway Extension to

Derry / Londonderry Town Line

Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |




















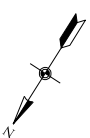
Vanasse Hangen Brustlin, Inc.

Figure 2.7-14

1-93 Preferred Alternative Exit 4 - Easterly Widening

Legend:

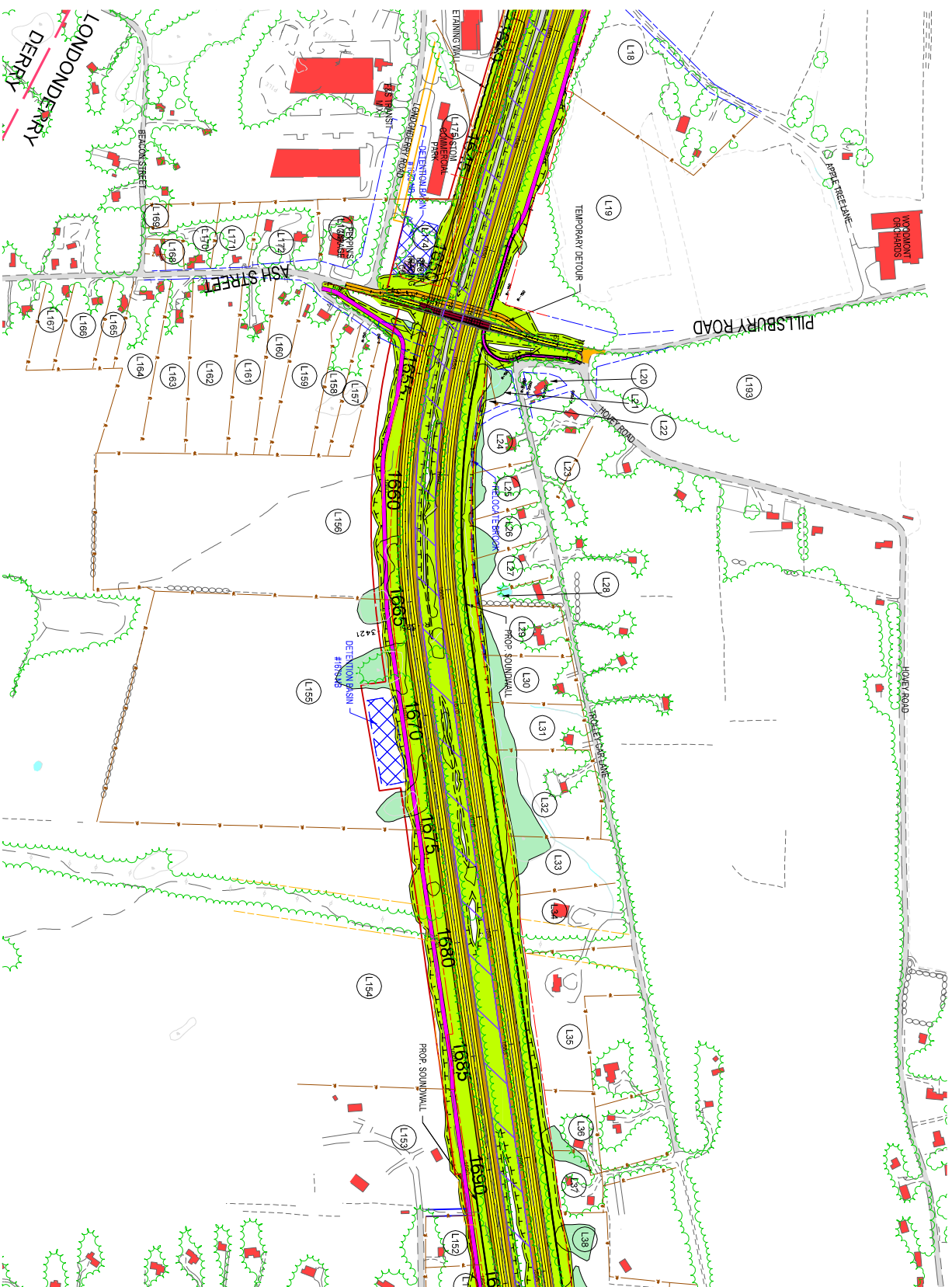
- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



Vanasse Hangen Brustlin, Inc.

Figure 2.7-15

I-93 Preferred Alternative
Ash Street to Seasons Lane



Legend:

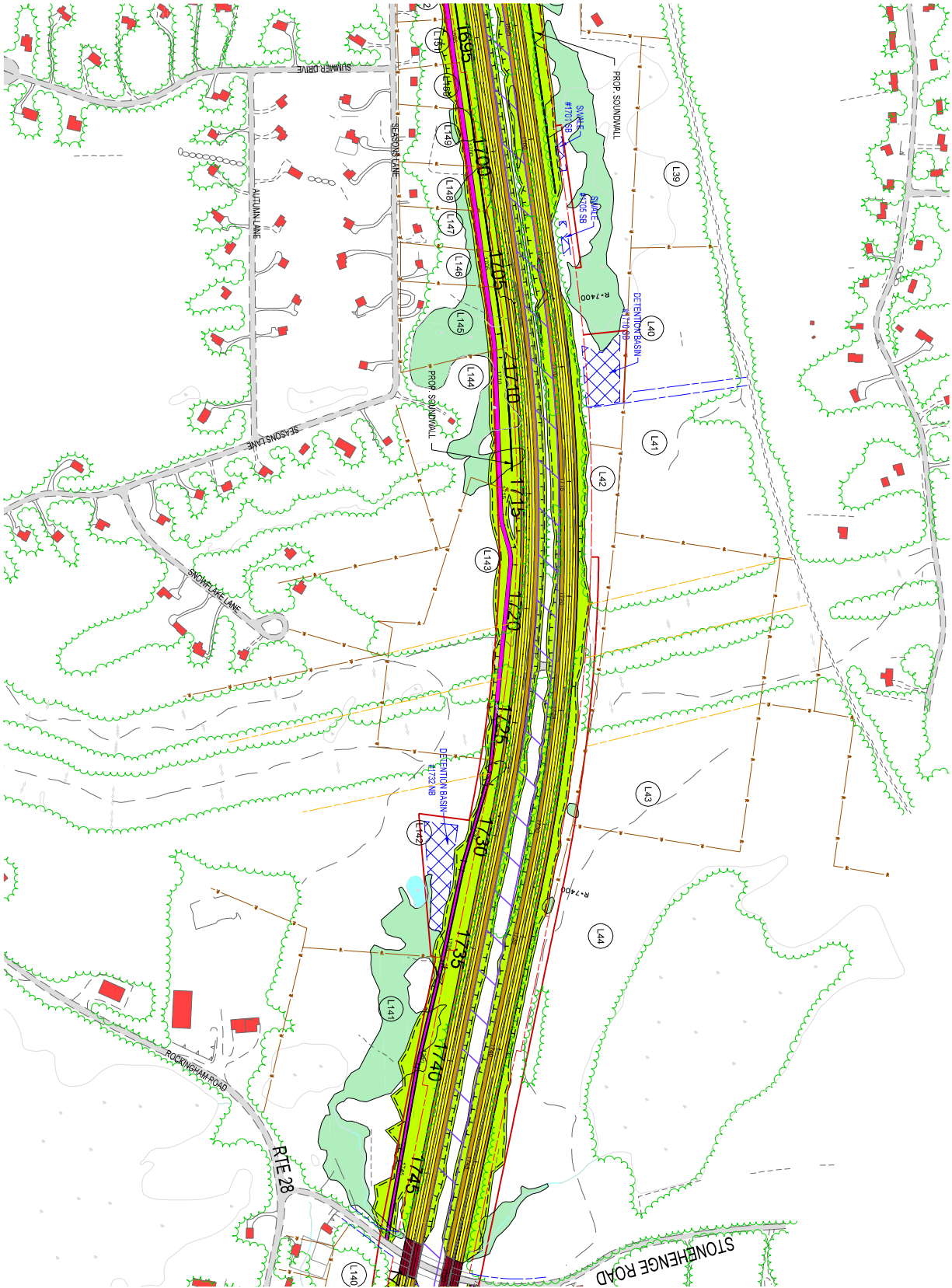
- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path



Vannase Hangen Brustlin, Inc.

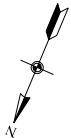
Figure 2.7-16

I-93 Preferred Alternative
Summer Drive to Stonehenge Road



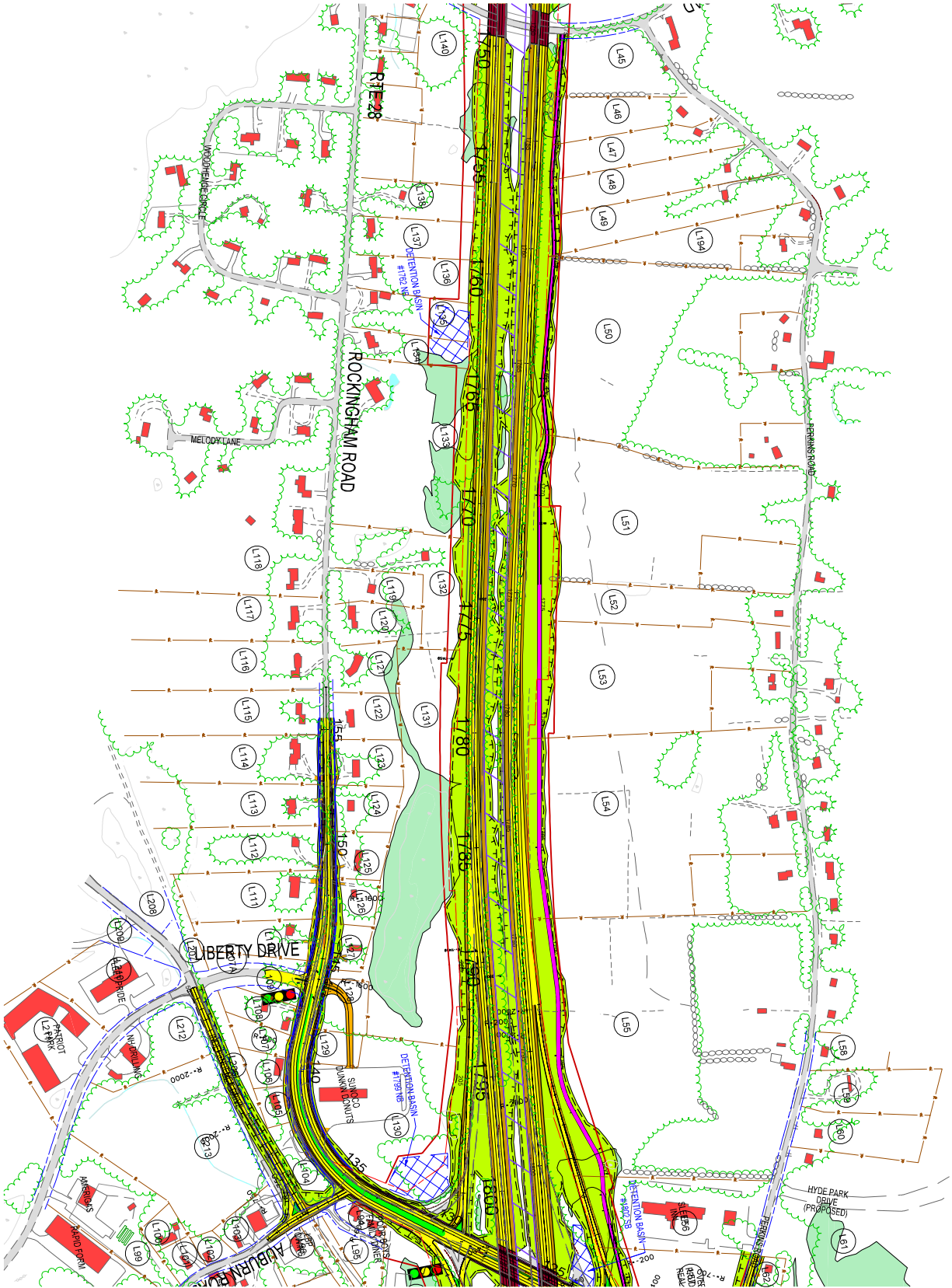
Legend:

- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path



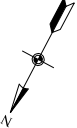
Vannse Hengen Bruslin, Inc.

Figure 2.7-17
I-93 Preferred Alternative
Stonehenge Road to Exit 5



Legend:

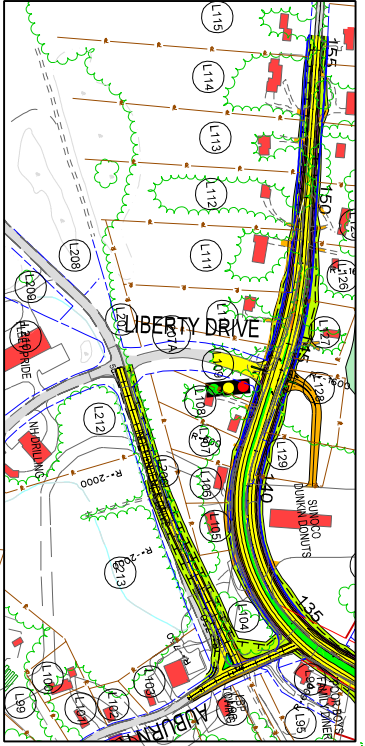
- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing LAROW
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Proposed Bike Path




















Vannase Hangen Brustlin, Inc.

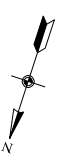
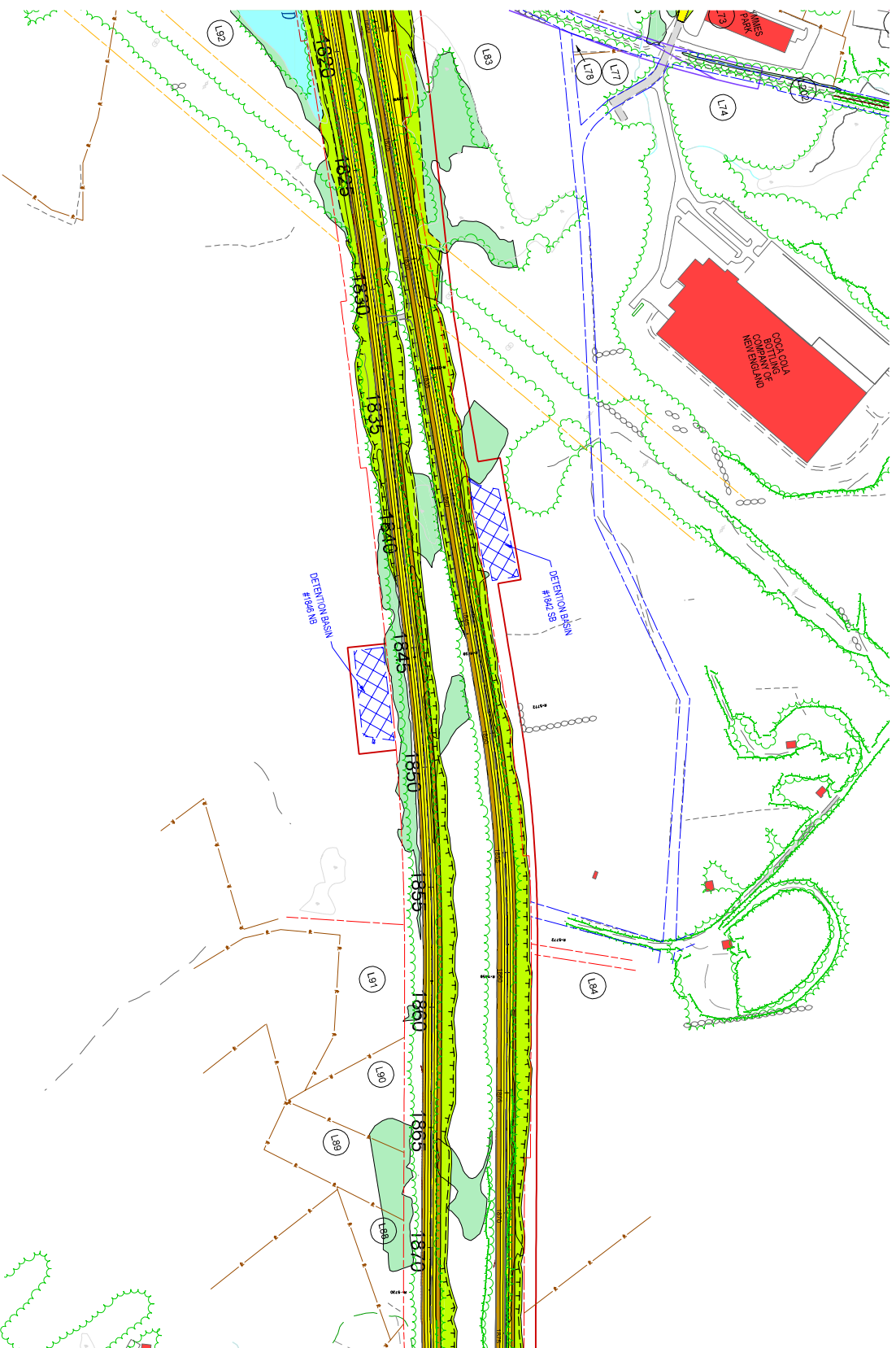
Figure 2.7-18

I-93 Preferred Alternative
Exit 5 - NH 28 Reconstructed



Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



Vanasse Hangen Brustlin, Inc.

Figure 2.7-19

I-93 Preferred Alternative

North of Exit 5

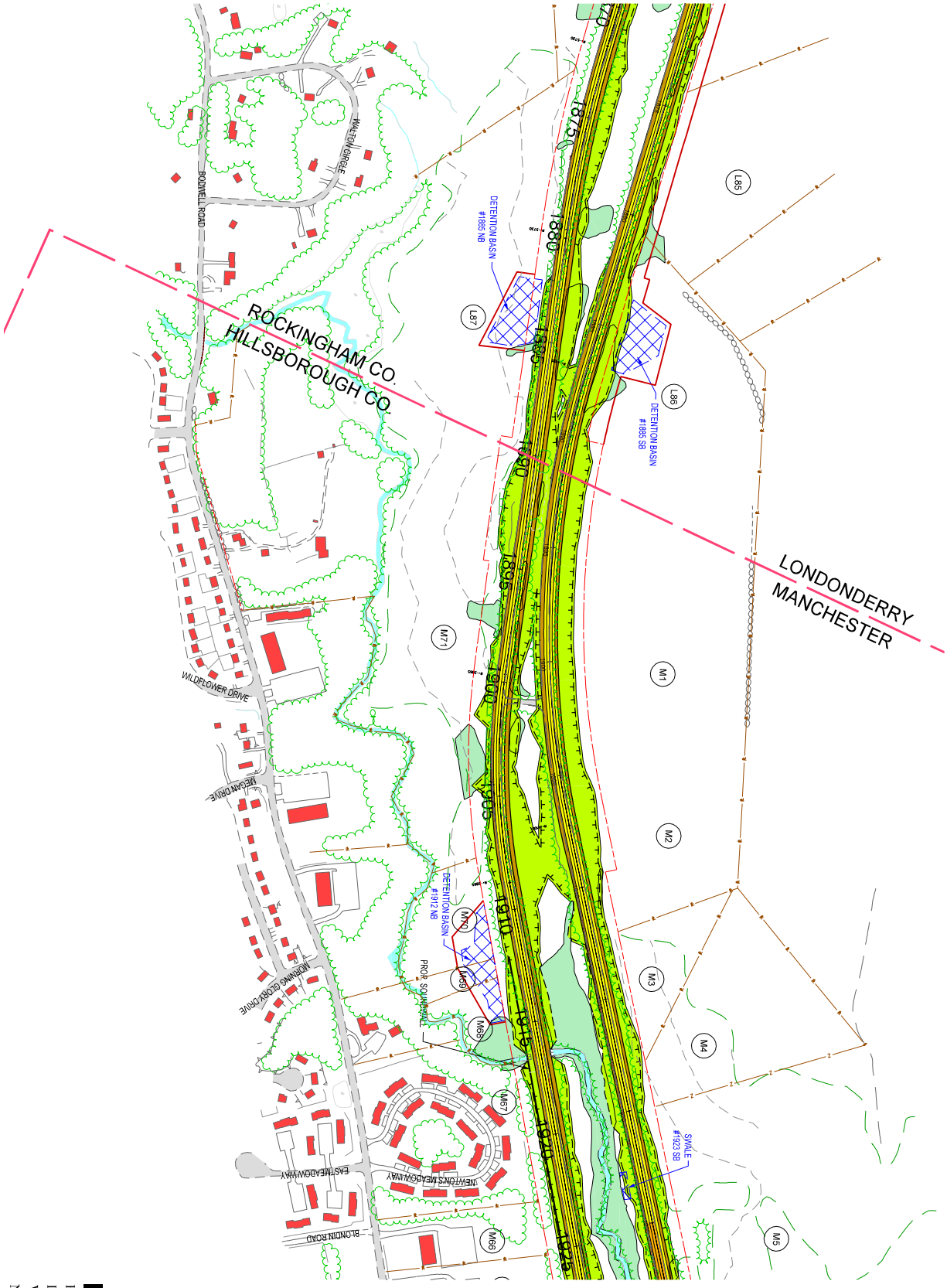
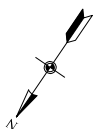
Legend:

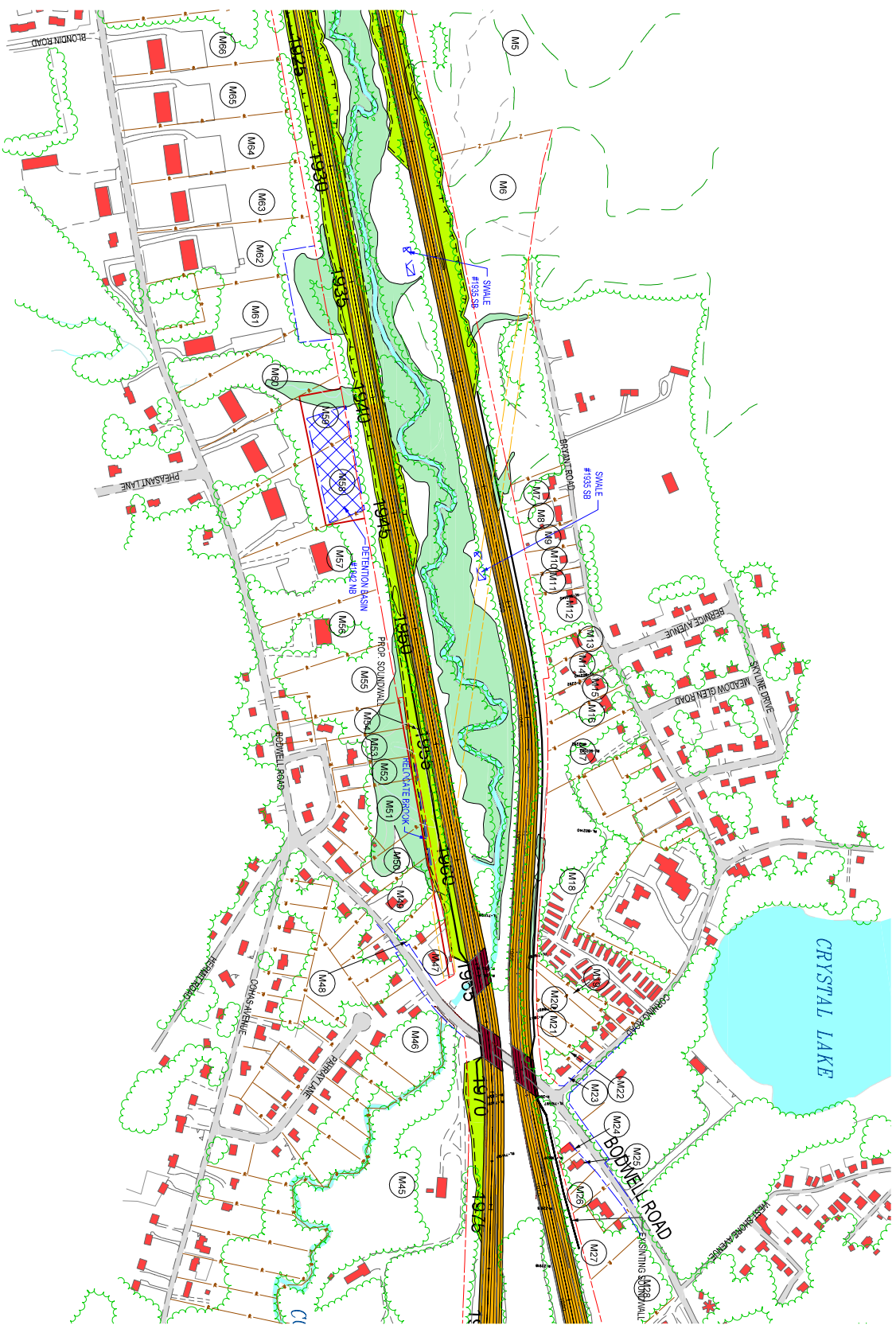
- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Prime Wetland
- Existing Edge of Pavement
- Existing Property Lines
- Proposed I-93 Corridor
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Approximate Bike Path

0 200 400 Feet



















Vannase Hangen Brustlin, Inc.

Figure 2.7-20
I-93 Preferred Alternative
Walton Circle to
Newton's Meadow Way





Legend:

- | | |
|--|------------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Currently Under Construction |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |




















Vanasse Hangen Brustlin, Inc.

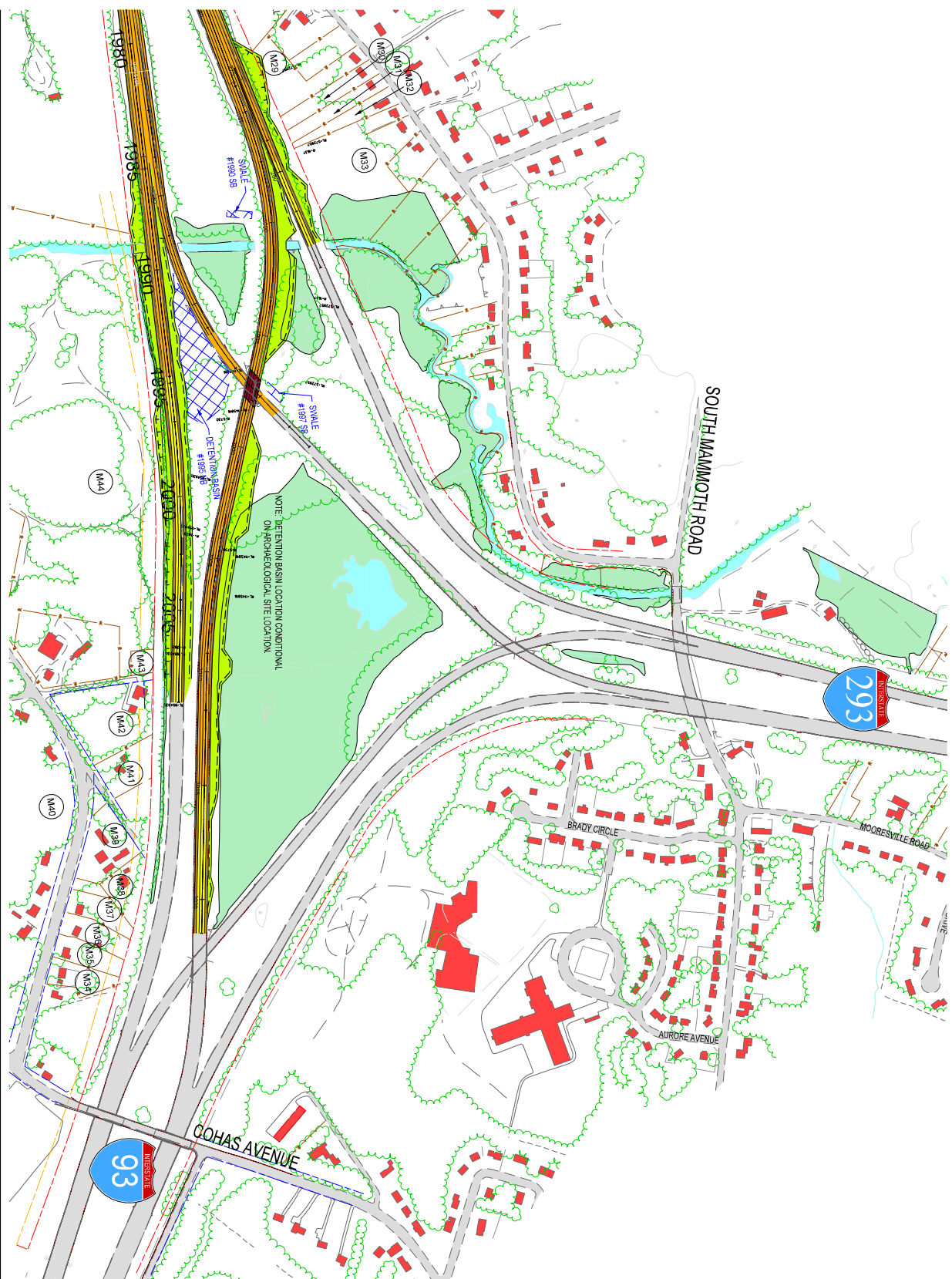
Figure 2.7-21

I-93 Preferred Alternative

Bodwell Road Area

Legend:

- | | |
|---|---------------------------|
|  | Existing Roadway |
|  | Existing Building |
|  | Existing Wetland |
|  | Existing Prime Wetland |
|  | Existing Edge of Pavement |
|  | Existing Property Lines |
|  | Proposed I-93 Corridor |
|  | Proposed Bridge |
|  | Proposed Rail Corridor |
|  | Proposed Acquisition |
|  | Existing LAROW |
|  | Existing CAROW |
|  | Existing ROW |
|  | Proposed LAROW |
|  | Proposed CAROW |
|  | Proposed ROW |
|  | Approximate Bike Path |



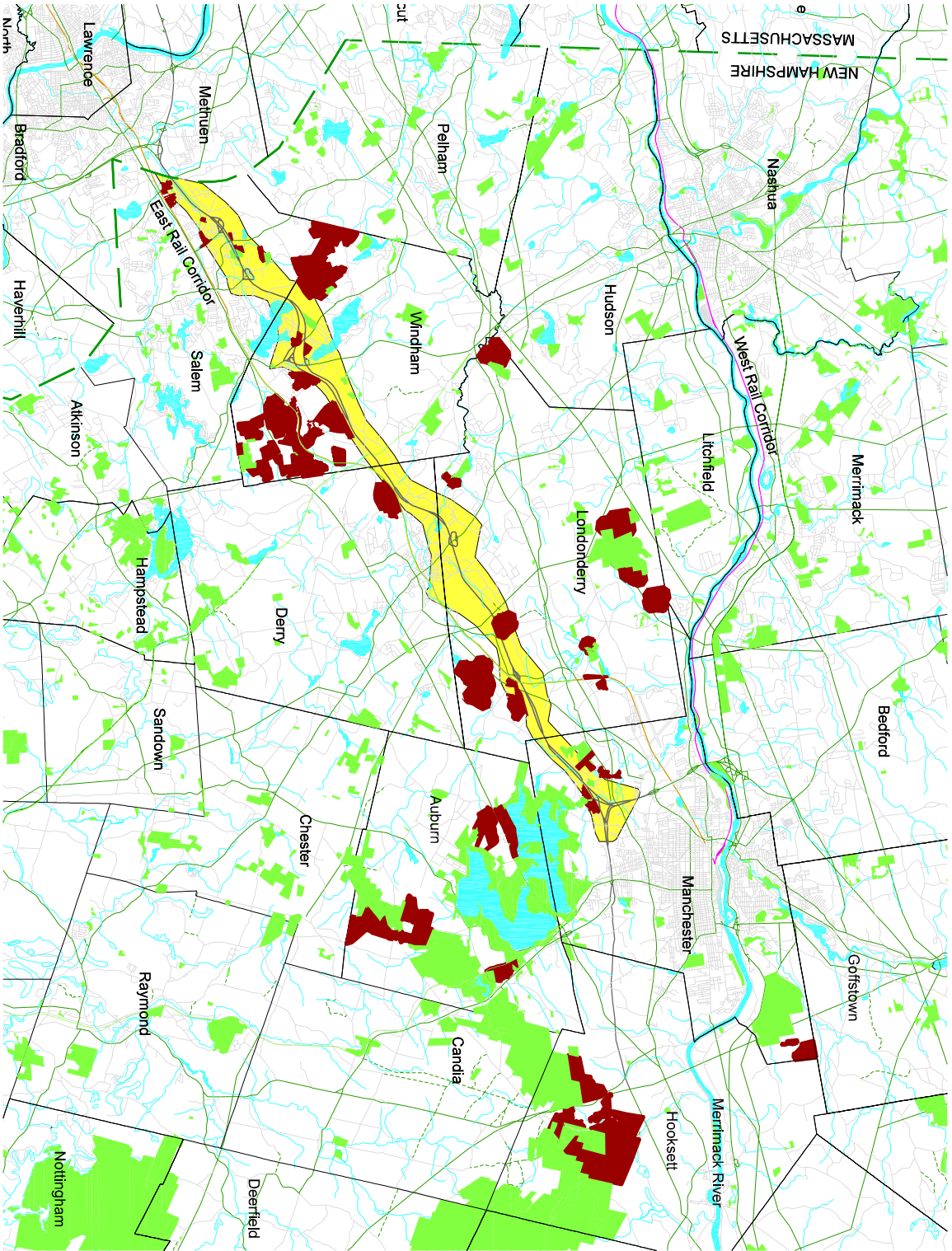
Vanasse Hangen Brustlin, Inc.

Figure 2.7-22

I-93 Preferred Alternative
I-293 / I-93 Split

Summary of Impacts and Costs for the I-93 Preferred Alternative

- Legend:
- PROJECT AREA -
 - INTERSTATE 93 -
 - MAJOR HIGHWAY ROUTES -
 - EAST RAIL CORRIDOR -
 - WEST RAIL CORRIDOR -
 - RIVERS/LAKES/STREAMS -
 - POTENTIAL WETLAND
 - MITIGATION SITES
 - EXISTING CONSERVATION LAND



Conservation Land information largely obtained from GRANIT Database, Complex Systems Research Center, UNH and may not be recited precisely to base mapping.

